

Introduction

This report responds to several of the questions that came up during the first community meeting on July 14, 2004. Other questions are addressed in separate background reports on schools and parks. Staff will continue to try to provide written answers to questions as the planning process continues.

How much traffic would there be from a housing development on the Hewlett Packard/Mayfield Mall site? How does that compare to traffic from an office building like the current one?

The following table estimates how much traffic there could be from offices and residential development on the site. The trip rates (trips per 1,000 square feet and trips per housing unit) are taken from the ITE (Institute of Transportation Engineers) “Trip Generation” Manual, 6th edition, which is the standard source for trip generation data used in traffic analyses.

Hewlett-Packard's use of the building mostly closely matches the land use category, "research and Development Center," rather than "Single-Tenant Office Building." However, office use would also be allowed under the current Precise Plan.

On a daily basis, a single-tenant office building would generate the most traffic (6,000 trips), followed by 800 condominiums and/or rowhouses (4,700 trips) and then an R&D research center (4,200 trips). If there were 700 housing units (4,100 trips), the amount or daily traffic would be very similar to that from an R&D center (4,200 trips). (All numbers rounded.) Although not shown on the table, a medical office use, such as considered by Stanford University at one time, would generate about three times as much daily traffic as a single-tenant office building.

During the afternoon peak hour, when streets are most congested, a single-tenant office building would generate the most traffic (900 trips), followed by an R&D center (560 trips) and then by 800 condominiums (430 trips).

A much more detailed traffic analysis will be prepared as a part of the Environmental Impact Report. The traffic analysis will specifically identify impacts on the street system and propose mitigation measures. This response is only for the purpose of making overall comparisons.

ESTIMATED TRIP GENERATION (TRAFFIC) FOR ALTERNATIVE USES							
Land Use	Size	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Trips/1000 s.f. or Trips/Unit	Total Trips	Trips/1000 s.f. or Trips/Unit	Total Trips	Trips/1000 s.f. or Trips/Unit	Total Trips
Research & development (former use)	520,000 s.f.	8.11	4,217	1.24	645	1.08	562
Single-tenant office (current allowed use)	520,000 s.f.	11.57	6,016	1.78	926	1.72	894
Residential (single-family)	200 units	9.57	1,914	0.75	150	1.01	202
Residential (mix of rowhouses and condos)	400 units	5.86	2,344	0.66	264	0.54	216
	600 units	5.86	3,516	0.66	396	0.54	324
	800 units	5.96	4,688	0.66	528	0.54	432
Note: Existing floor area = 520,000 square-feet.							

What is the density of the Crossings (housing development on Showers Drive)?

The Crossings has an average density of 21.5 units per acre (359 housing units on 16.7 acres). The densities of the individual types of housing range from 11 units per acre for the single-family area to 70 units per acre for the condominiums. The rowhouses are 33-38 units per acre.

Is there parking for the San Antonio Caltrain Station? Where is it?

There are 200 parking spaces for the San Antonio Caltrain Station. They are located in a parking garage under the condominium building at the westerly end of the Crossings development. Under an agreement with the condominium owners association, residents may use the spaces at night.

As with its other parking lots, Caltrain charges a fee for parking in its spaces.

How are the cities of Mountain View and Palo Alto coordinating on the review and approval of the Mayfield project?

About 22.5 acres of the Mayfield site are within the Mountain View city limits and about 4.5 acres of the 27-acre site are within the Palo Alto city limits. Each City Council has the authority to approve only that part of the development, which is within its city. However, both cities are expecting to have a cohesive master plan for the entire site and a complete understanding of the environmental impacts of the entire development project before approving any development. To this end, the two cities have established lines of communication. Mountain View is taking the lead on this project both because most of the land is within the city and also because the proposed residential redevelopment requires zoning changes in Mountain View. Residential development is allowed under the zoning in Palo Alto and no zone changes are required.

The ways in which the two cities are coordinating include:

- The planning staffs of the two cities have been holding meetings for the past few months.
- The cities are developing a joint work program and schedule for the review and approval process. The steps will be different in each city. (The joint work program is in process with Palo Alto adding its steps to the work program/schedule approved by the Mountain View City Council.)
- The Mountain View City Council will be the “lead agency” and will certify the Environmental Impact Report (EIR). The Palo Alto City Council will be a “responsible agency” for the EIR and will use the EIR for review of development within its city. Palo Alto may require additional environmental review.
- Palo Alto is being consulted on the selection of the consultant and will be actively consulted in guiding the work of the environmental impact consultant to make sure its issues are addressed.
- In preparing the Draft EIR, the consultant will make use of information from both cities, including relevant reports and resource persons, as well as policies and guidelines.
- The developer will be required to develop a master plan that covers the entire site, although each City Council will approve only the part in its city.
- Palo Alto staff is attending Mountain View’s community meetings and Mountain View will attend Palo Alto’s community meetings when they are scheduled—perhaps in the next few months.

What is the overall schedule for the Mayfield review process?

On June 8, 2004, the City Council approved a work program, or schedule, for reviewing the application (City Council-adopted work plan link below). The potential dates for some upcoming meetings have been adjusted somewhat and, as a result, the schedule could be extended. Please check the City's website for announcements of upcoming meetings. Currently, milestones in the work program are:

July—October, 2004	Meetings with the neighborhood and other stakeholders to identify issues and concerns; preparation of development alternatives
November—December, 2004	Environmental Planning Commission and City Council review and approval of alternatives to be studied in Environmental Impact Report (EIR)
January—July, 2005	Preparation of a Revised Precise Plan and Draft EIR
July—September, 2005	Public hearings on Revised Precise Plan and Draft EIR
October—December, 2005	Review of development project (Planned Community Permit) by City's Development Review Committee and Zoning Administrator
January, 2006	City Council takes final action on General Plan, Precise Plan (zoning), Planned Community Permit and EIR

Web site: (www.ci.mtnview.ca.us/citynews/pmnmayfieldmall.htm)

What is the time frame for the Environmental Impact Report? How will it be prepared?

An Environmental Impact Report (EIR) covering the entire 27 acres will be prepared in accordance with the California Environmental Quality Act. The adopted work program/schedule calls for the Draft EIR to be released for public review in July, 2005. The date could change depending on legal requirements and unforeseen events, but July 2005 is the goal.

The City Council will approve the alternatives to be assessed in the Draft EIR. There are expected to be four alternatives: the developer's preferred project (not yet proposed), two alternatives to the preferred project and the "no project" alternative. The "no project" alternative is a CEQA term, which is defined what can happen to the property if the City does nothing. In this case, "no project" means re-use of the existing office building. Each of the alternatives will be assessed equally.

The Environmental Planning Commission will consider alternatives and make a recommendation to the City Council on which ones to address in the Draft EIR at a public meeting tentatively scheduled for November 3, 2004. The City Council will consider the recommendations at a meeting in November or December. Since traffic is such an important technical issue, the Commission and Council will receive a preliminary traffic assessment to assist in their decision-making.

Following selection of the alternatives, there will be an EIR "scoping meeting" for the community (tentatively scheduled for December). At this meeting, the community will have an opportunity to tell the staff and the consultants what issues it particularly wants to be addressed in the EIR. Staff is already aware of many of them, but there could be changes once the community considers the four selected alternatives. The subjects that are required to be addressed in EIRs include: aesthetics, agricultural resources, air quality, biological resources (includes trees), cultural resources (includes archaeology), geology and soils, hazards and hazardous materials, hydrology and water quality, land use, mineral resources, noise, public services (includes schools), recreation, transportation and circulation, utilities and service systems.

Following the scoping meeting, the consultants will be working on the Draft EIR. Once it is released, the public has 45 days to review and comment on it. The Environmental Planning Commission will also be holding public hearings and reviewing and commenting on it. After that, the consultants will write responses to all comments and a Final Environmental Impact Report will be prepared. Before approving any development, the City Council must certify that the EIR is complete and adequate for them to make a decision.